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LAWS OF THE UNITED STATES.

[PUBLIC. No. 9.]

AN ACT for improving the harbor at the mouth of the river Raisin, in the Territory of Michigan.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of thirty thousand dollars be, and the same is hereby, appropriated out of any money in the Treasury not otherwise appropriated, for the construction of a new entrance into the harbor, at or near the mouth of the river Raisin, where it unites with lake Erie, according to a plan and survey of the said works made under the direction of the War Department, by Captain H. Smith, during the fall of the year eighteen hundred and thirty-four; *Provided however,* That no part of the sum hereby appropriated shall be expended for improving the channel of said river, but the expenditure hereby directed, shall be confined exclusively to the construction of a cut or passage from the lake to that part of the river which is to be used as a harbor for vessels.

JNO. BELL,

Speaker of the House of Representatives.

M. VAN BUREN,

Vice President of the United States, and President of the Senate.

APPROVED, February 24th, 1835.

ANDREW JACKSON.

[PUBLIC. No. 10.]

AN ACT for the completion of certain improvements in Florida.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, for the purpose of executing certain internal improvements, hereinafter designated, in the Territory of Florida, the following sums be, and the same are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated:

For clearing out the Ochlawaha river, from St. John's to Glassall's Spring, near Camp King, for the transportation of provisions and military stores to the garrison at that place, as estimated in the report of the Quartermaster General, ten thousand dollars.

For opening a road from the head of Pensacola bay, by Pittman's ferry, on the Chattahoochee river, four thousand dollars.

For continuing the improvement of the navigation of Chattahoochee river, from Cedar Bluff to the Big Spring, in Florida, according to the report of the assistant quartermaster, charged with the superintendence of the removal of obstructions, two thousand dollars.

For removing obstructions in the Chipola river, in Florida, five thousand dollars.

APPROVED, February 24th, 1835.

[PUBLIC. No. 13.]

AN ACT to complete certain roads in the Territory of Arkansas.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of twenty thousand dollars be, and the same is hereby, appropriated, out of any money in the Treasury of the United States not otherwise appropriated, to complete the road leading from the southern boundary line of the State of Missouri, by Jackson, Little Rock, and Washington, to the town

of Fulton, on the north bank of Red River; and that the further sum of fifteen thousand dollars be appropriated in like manner to complete the military road leading from Fort Towson on Red River, to the northern boundary line of the State of Louisiana, in the direction of Natchitoches.

APPROVED, February 24th, 1835.

[PUBLIC—No. 17.]

AN ACT making appropriations for building light-boats, beacons, and monuments, and placing buoys, for the year 1835, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following appropriations be, and the same are hereby made, and directed to be paid out of any money in the Treasury not otherwise appropriated, to enable the Secretary of the Treasury to provide, by contract, for building light-boats, beacons, and monuments, and placing buoys, to wit:

STATE OF MAINE.

For placing buoys in St. George's river, to wit: on Jenk's, Colmel's, Gay's cove, and Fullerton's ledges and Point of Rocks, \$700.

For placing buoys in Passamaquoddy bay, and for substituting for the present fog bell, at the entrance of said passage, a cast steel triangular bell, or a bell of the usual form, but increased weight, \$1,500.

For placing buoys or spindles on ledges of rocks called Fishing rocks, and Old Prince, at the entrance of Kennebunk and Cape Porpoise harbor, \$500.

For the erection of three beacons on the following sites, in the harbor of Castine, viz: one on Otter rock, one on Homer's ledge, and one on Stubb's Point ledge, \$3,000.

For the erection of buoys on Alden's ledge at the mouth of Portland harbor, \$1,500.

For placing buoys on Huron Island ledge, at the mouth of Damariscotta river, and on Western rock, Eastern rock, and Kellsa's ledge, in said river, a sum not exceeding \$500.

STATE OF MASSACHUSETTS.

For placing buoys, to wit: on West Island ledge, on Nye's ledge, and on the northwest and southwest end of Mattapoisett ledge, on Sunken ledge, and on Snow's rock, \$700.

For completing the erection of a spindle on Minot's ledge, \$750.

For a stone beacon on Collier's ledge, Vineyard sound, \$1,500.

For placing buoys at or near the following sites, in or near the harbor of Lynn: one on Lobster's rock, near the west side of Nahant, one on the Western rocks, one on the sand bar at the mouth of Sauger's river, and upon such other sites as may be necessary for safe navigation, \$500.

For two boat buoys, to be placed at or near the harbor of Nantucket, \$600.

For placing buoys in the harbor of New Bedford, on the following sites, to wit: on Fort flat, near Fairhaven on Egg island, on Butler's flat, on Bartholomew's rocks, on Sandspit shoal, southeast of Dumpling rocks, on the Sunken rocks, south of Dumpling rocks, and on the ledge between Dumpling rocks and Mishone point, \$1,050.

For erecting beacons and placing buoys on proper sites in Buzzard's bay, \$2,000.

For buoy, beacon or spindle, on a sunken rock near the mouth of Green Bay, Plymouth Massachusetts, \$150.

STATE OF CONNECTICUT.

For a spindle on the point of rocks near the mouth or entrance of Mystic river, a short distance easterly from the light-house on Morgan's point, in the town of Groton, \$250.

For a light-boat, with a bell to be attached to the same, and anchored at Bartlett's reef, \$5,000.

For making a foundation, and rebuilding thereon a beacon, near the entrance of Black Rock harbor, in Long Island sound, in addition to a former appropriation, \$7,710.

STATE OF RHODE ISLAND.

For the erection of iron spindles on the Halfway rock, near the south end of the island of Prudence, in Narragansett bay, and the Little Lime rock, in the harbor of Newport, \$300.

For the erection of a beacon on the rock near the harbor of East Greenwich, called the Halfway rock, from the Warwick Neck point to Pattowomet harbor, \$500.

STATE OF NEW JERSEY.

For placing four buoys on Absecum and New Inlet, Gloucester county, \$400.

STATE OF MARYLAND.

For placing buoys at proper sites in the following rivers, viz. Nanticoke, Wicomico, Manokin, Annamuxox, and Pocomoke river and sound, Hooper's straits, and Tangier sound, \$1,050.

STATE OF VIRGINIA.

For a light-boat to be placed on Boler's rock, in the Rappahannock river, \$5,000.

For three buoys to be placed on proper sites in the channel of Chincoteague inlet, \$450.

For three buoys to be placed on proper sites in the channel of Mattapungo-inlet, \$450.

For a light-boat to be anchored at or near Ragged point, in the Potomac river, in the State of Virginia, or the erection of a light-house at Piney point, in the State of Maryland, which of the two lights above mentioned as best adapted for the security of navigation, to be decided on by the Secretary of the Treasury, \$5,000.

STATE OF NORTH CAROLINA.

For a light-boat to be placed on the proper site between Albemarle and Pamlico sounds, \$5,000.

For building a light-boat to be stationed at or near Harbor Island, \$5,000.

STATE OF SOUTH CAROLINA.

For placing three buoys at the bar of the port of Georgetown, on proper sites, \$450.

For placing three buoys on proper sites in the north channel of Charleston harbor, \$450.

For one buoy on North Edisto bar, one in the swash channel on Combahee, two on South Edisto bar, two on the Bird Key channel, and one in Calibago sound, \$1,050.

For five beacon lights at Charleston bar, \$5,000, if so much be necessary; one light to be so placed as to range precisely with the main light, when a vessel shall be crossing the bar at the ship's channel and in the deepest water; two to be placed on Morris's Island, to range with each other when a vessel shall be crossing the overall channel and in the deepest water; one to be placed on Sullivan's Island, to the eastward of Fort Moultrie; and another to be placed on the back of Sullivan's Island, or on the main, to range when a vessel shall have crossed the bar, and is steering northward.

STATE OF OHIO.

For placing not less than five buoys at the entrance of Sandusky harbor, \$500.

For placing two buoys at the port of Clinton, at the mouth of Portage river, \$150.

STATE OF LOUISIANA.

For the purpose of replacing the twenty buoys that were on the coast of Louisiana to mark out the channel from the vicinity of the light-house, on Point au Fer, into the Atchafayla bay, or so many of them as may be sunk or have been destroyed, a sum not exceeding \$2,500.

TERRITORY OF FLORIDA.

For placing eight buoys in St. Mark's harbor, at proper sites, \$800.

For placing four buoys at proper sites in the channel at the east end of St. George's Island, Apalachicola bay, \$600.

For placing buoys to mark the channel through the East pass of Apalachicola bay and river, \$1,000.

TERRITORY OF MICHIGAN.

For placing ten buoys to mark the channel at the mouth of the Miami of Lake Erie, and in Maumes bay, \$700.

For erecting a light-house at Mobile point, \$8,000, and for placing buoys in Mobile bay, \$500.
For the preservation of Fairweather Island, and the light-house and other public buildings thereon, and securing Black rock harbor, \$2,600.
APPROVED, March 3, 1835.

From the American Monthly Magazine, March, 1835.

AN INCIDENT AT ALGIERS,
DURING THE VISIT OF DECATUR'S SQUADRON
IN 1815.

The bay of Algiers is one of the most beautiful I have ever seen. The harbor is in a semi-circular form; at the further recess of which the city rises gently from the sea; and her white walls, flat roofs and terraces, from the narrowness of the streets, seem, from the sea-side, joined together until they reach the surrounding hills—which are crowned with vineyards, and form altogether a striking and picturesque amphitheatre. On the western point of this harbor, a neck of land projects into the sea, and on its extremity is built one of the strongest castles for the protection of the place. It was from the guns of this castle, that in a few months after the period of which I am speaking, the ship commanded by Admiral Milne, in the gallant attack of Lord Exmouth, suffered so severely. Close in with this fort our boats were obliged to pass on their way from our ships to the landing.

Delightful as was the appearance of all this to the eye, yet from our early recollections of blood and crime connected with the history of the place, we beheld it but as a "whitened sepulchre," and the intimation that we were soon to sail for the ulterior objects of our expedition, was received, I believe, with general satisfaction.

A constant intercourse had been established between the squadron and the shore from the moment when our difficulties with the Dey had been adjusted, and the treaty had been signed "word for word as it had been sent on shore." Crowds of officers were daily visiting the town, and among them the midshipmen of the different ships were always to be seen dispersed over the place, seeking with a perfect unconcern, even in sacred and forbidden ground, for objects to gratify their curiosity; receiving the courtesy of those Algerines with whom, when they were our prisoners, they had become acquainted, with as sincere a good-will as if they had never been enemies, or returning the haughty scowl of some stranger Turk with a smile of reckless indifference.

It was my good fortune, in addition to my ordinary visits on leave to the shore, to attend the commodore as one of his aids, in those which he made to the chief officers of the government; and I often had my feelings strongly excited by the humble looks and broken-hearted demeanor of the Christian slaves, by whom the lemonade and coffee were prepared and handed to us. Although habited in the loose petticoat-drawers, and slippers of the Turk, they were easily distinguished by their long plaited hair, the absence of moustache and beard, and above all by their dejected mien, from their lazy and overbearing masters. I had taken a deep interest in them, and had become familiar with many of their faces. Among them there was a young Italian of about five and twenty, the melancholy expression of whose handsome features had, upon my first seeing him, attracted my attention. There was something in his eye that spoke of prouder, happier days; and the quiet and almost indignant manner with which he calmly received his master's bidding, indicated that his spirit was not yet quelled within him, and was strongly contrasted with the readiness with which that bidding was obeyed when it administered to our pleasures. It was evident that from some cause his feelings towards us were those of confidence and friendship. It might be that he looked upon us as connected with him by our common faith, or perhaps he felt grateful to us as the victors, who had humbled those who had enslaved him; and perhaps—and more truly as I afterwards thought—the hope of freedom was dawning on his spirit, and he regarded us as friends upon whom he might soon call for aid and protection. But whatever were his feelings, ours had been so strongly interested in his favor, that several of us juniors were at some pains to learn his story; and through the kindness of Mr. P., of Virginia—who had been detained since the

capture of his vessel, a parolled prisoner at Algiers, until released by our squadron—we were enabled to gratify our curiosity. The tale of poor Angelo Salvini has often been told with darker additions, but I thought it gloomy enough, when I first heard it.

It was a beautiful night in the spring-time season, and the breeze, that floated along the coast of Calabria, though rife with a thousand sweets, was not more blithe in its gambols over tree and rock, and moon-tipped wave, than two young hearts which there swelled with rapture, as a bridal party danced upon the strand. An hour afterwards the scene was fearfully changed. There were marks of disorder in the adjacent thicket, as if a large body of men had rushed from them towards the shore, and there were traces upon the beach that could hardly be left by the light foot of a dancer—

"Steps stamped and dashed into the sand,
The print of many a struggling hand"—

and a silken scarf, or torn mantle, fluttered on the water's edge, or drifted before the rising wind, which now moaned around the headlands, as if unwilling to fill the lessening sail of the Corsair that was springing, with her prey, before it.

Poor Angelo! he knew not—and well he did not—what became of his bride. But like all exiles, who fondly think, that, can they but see their native land again, they may recover all that made it dear, his whole soul seemed bent upon seeing his Italian home once more, when somehow by the blessing of "our Lady," all would come right. He was never seen to smile, and there was that earnestness of expression in his face—that blending of manly resolution and winning gentleness which had so struck and touched us at once—which, in a word, had interested all of us most deeply in his fate.

The incidents of that cruise were generally so novel and interesting, that the story of Angelo Salvini may have been forgotten by other officers, among themes of a gay and more engaging character. But there are reasons why it can never be erased from my memory.

The arrival and vicinity of our squadron had caused an additional rigor in the treatment of the prisoners, and as a precaution against their escaping to any of our ships, they were compelled to carry about with them a ball and chain, which in our country are only worn by the most desperate felons. Decatur, with that generosity which so distinguished him, did not hesitate at his interview with the Dey, strongly to remonstrate against this degrading sight, which he and his officers were compelled to witness. The Dey replied, that this severity was indispensable, while the Christian ships were in the offing; but that if Commodore Decatur would pledge his word as an American, and his honor as an officer, that he would not countenance the escape of any of the captives, their rigorous treatment should be relaxed, and every indulgence short of liberty should be accorded them during the stay of the American vessels. The pledge was given for the captives' sake, and strict orders were issued throughout the squadron, that no prisoner was to be allowed to enter a boat, or under any circumstances to be brought off to the ships.

It was about noon, one day, when after landing a superior officer on the mole, from the second cutter, we had shoved off, and letting fall our oars, were soon under rapid way. We had proceeded the whole length of the basin, and were just doubling the castle which I have already described, giving it only berth enough to avoid the low rocks that are piled for some short distance around its base, and behind which a person might easily be concealed. We were so near, as we passed, that the musketoon of the Turkish sentinel was perfectly perceptible, as he paced up and down between the groups of cannoniers, who were eying us through the embrasures of two large pieces of ordnance, that nearly ranged with the point towards which I was pulling from the shore. My attention was directed to them, and the water was a little rough, which perhaps prevented me from seeing any object floating near the boat; and I was not a little surprised, when I saw the head of a man suddenly dart above the gunwale, holding with his teeth a knife, while his hands grasped eagerly at the blades of the oars, as the headway of the boat appeared to be carrying it past him, before he could make good his hold. His hands were on the quarter before my order had saved

him from more than one blow with the looms of the oars. I seized the struggling swimmer by the shoulder, and with the aid of my stout coxswain, he was quickly placed beside me in the stern sheets; but what was my horror upon discovering, while the man yet clung to the gunwale, that it was a Christian captive—that it was Angelo Salvini. The instant commotion among the people collected on the mole, told me that it was impossible to screen him for a moment. To carry him off to the ship, in the teeth of the orders I had received, would have been madness. Yet, how could I deliver him up to the hellhounds that were even now opening upon their prey! There was a discordant cry from the infuriated crowd upon the mole, which, although unintelligible to me, yet its dreadful import to poor Angelo could not be mistaken; and in a moment the cannoniers hurried along the walls of the fortress, while a dozen caïques shot from beneath its battlements. The eyes of my gallant crew, that but now melted with pity, flashed defiance, as they beheld this movement around the bristling cannon. But when they saw boats hurrying in pursuit, they curled their lips in scorn, and gripping their oars, with a nerve that made them quiver in their rowlocks, they glanced at me so imploringly for the captive, and so triumphantly for themselves, that pity and pride almost obtained the mastery over duty, in my bosom. A single word from my lips, and the destruction threatened by the Infidels would not have prevented my noble fellows from sweeping beyond the reach of the Corsair boat-men. A single word, and, if we escaped the fire of the Moorish battery, which, from past experience no one dreaded, the hapless Angelo would have been at least in temporary safety beneath the Stars and Stripes. But I knew my commander too well to tamper with an order, that had been so imperious as that in relation to the captives. His honor as an officer, and his duty as a disciplinarian, would alike have insured the surrender of Angelo, and the punishment of myself; an aggravation of misery to the one, and the disgrace attending so gross a breach of orders to the other, would have been the certain consequences of my pursuing a different course of conduct from what I did. Yet, I shall ever remember it as one of the most painful moments of my life, when, as the barge of a Turkish officer hauled along side of me, I determined to surrender the fugitive. I turned for a moment to look, before the act was done, at Angelo,—there was a resolved fixedness in the expression of his face, as he eyed the exulting look of those who claimed him, that revealed the determined purpose he had formed. Freedom had been almost within his grasp, and yet not a murmur, not an imploring word escaped his lips—they moved, but I thought it was in prayer to that cross, the bright symbol of his faith, and before which he felt the crescent had often paled.

But when I gave him up, and they were dragging him somewhat roughly into their boat, he turned and gave me one parting look, while his eye rapidly moved from my button to my face, as if he almost expected to see my countenance bear witness to what he deemed the tarnished badge of our service. That look, I never can forget. It was a mingled look of contemptuous scorn, and disappointed confidence. And yet, I could not, and did not blame him. He knew not that I, as well as himself, was the victim of my orders. He knew not that the pledge, given by a chivalric sailor as ever stepped a ship's deck, was given for the captives' comfort, and must be fulfilled for our honor: but that look, and the appealing murmurs of my men, almost shook my purpose; and, boy as I was, I so far forgot myself as almost involuntarily to seize my dirk, and to threaten, in my own language, as I leaned over the quarter, my impotent vengeance against the officer, in case he harmed the Italian. "The malignant and Turban'd Turk" only answered with a scowl, as he turned round after gaining a boat's length from me.

The rapidity, with which the succession of incidents had occurred, prevented me from observing what had become of the knife, which, when I first saw the poor captive in the water, had attracted my attention, and I presumed that in lifting him on board, it had dropped into the sea.

My feelings had been wrought up to such a thrilling pitch of excitement, that ordering my men to drop the boat astern, in order to gain a more distinct view of the landing, we laid upon our oars watching his recep-

tion on the shore. A yell of delight told that they had touched the strand with their prisoner. There was an excited movement in the crowd—a rush and a struggle along the mole. My boat's crew sprung to their feet involuntarily,—and the tall bowman swore that he saw the knife of the Italian red with the blood of at least one Moslem, before a dozen ataghans had cut him to pieces. Poor Salvini! To avoid the horrible fate that he knew awaited him in being bastinadoed to death, he had stabbed the Turkish officer, and had fallen an immediate victim to the vengeance of his men. O.

Poetry.

From the Little Rock (Arkansas) Advocate.

FROM PROSE SKETCHES AND POEMS,
By ALBERT PIKE.

Oh who with the sons of the plain can compete,
When from west, south and north like the torrents
they meet?

And when doth the face of the white trader blanch,
Except when at moonrise he hears the Cumanch?

Will you speak in our lodge of a bold Calawah?
He is brave, but it is when our braves are afar.

Will you talk of the gun of the Arapaho?
Go—first see the arrow spring off from our bow.

The white wolf goes with us, wherever we ride,
For food can he find then on every side—
And Mexican bones he has plenty to cranch,
When he follows the band of the flying Cumanch.

The Toyah exults in his spear and his shield,
And the Wequah, but both have we taught how to
yield;

And the Panana horses our women now ride,
While their scalps in our lodges are hung side by side.

Let the Wawsashy boast—he will run like a deer,
When afar on the prairie our women appear—
The shaven scalps hang—in each lodge three or four—
We will count them again, when ere long we take
more.

The Grommonts came down—'tis three summers ago—
To look for our scalps and to hunt buffalo—
But they turned to the mountains their faces again,
And the trace of their lodges has gone in the rain.

The Spirit above never sends us his curse—
And the buffalo never gets angry with us—
We are strong as the storm—we are free as the breeze,
And we laugh at the power of the pale Ikanese.*

Let them come with the pipe—we will tread it to dust;
And the arrow of war shall ne'er moulder with rust—
Let them come with their hosts—to the deserts we'll
flee;

And the drouth and the famine our helpers shall be.

The mountain Shoshones have hearts big and strong,
Our brothers they are, and they speak the same tongue,
And let them in battle but stand by our side,
And we scorn Ikanese and black Spaniard allied.

Oo-oo-ha! come out from the Brazos canon! †
Let us range to the head of the salt Semaron—
For our horses are strong, and there's hair to be won,
When the Ikanese wagons their track are upon.

* Americans. † Pronounced Canyone.

TRIGONOMETRICAL SURVEY OF IRELAND.—How arduous a task the surveyors had to perform may be inferred from the fact that 400 feet of the base crosses the river Roe, near Newtownlimavady, over which a kind of bridge was laid on piles driven into the bed of the river. The parties were in the water ten hours a day in the month of June, in the year 1828, sometimes breast deep in executing this part of the measurement, which, for greater accuracy, was gone twice over. Such was the accuracy with which the work was executed, notwithstanding its unfavorable position, that the two results differed only by one five-hundredth part of a foot, which is at the rate of a foot in 40 miles. The measurement was begun in October, 1827; the first 200 feet were measured twice over in the presence of Messrs. Herschell and Babbage, and the difference of the two results did not exceed half the bisection of a dot.

WASHINGTON;

THURSDAY,.....MARCH 26, 1835

CONGREVE ROCKETS.—In the *Spectateur Militaire* of January last, published at Paris, we find a short notice of the great perfection attained by the Austrians in the manufacture and discharge of Congreve rockets. As this species of weapon is destined to occupy a conspicuous place in future warlike operations, and will probably effect as material changes in military movements on land as steam upon the water, we have made a translation of the article in question, which is here subjoined.

The Austrians have carried the making and firing of the Congreve rockets to a great degree of perfection. At a short distance from Vienna is their laboratory, and a polygon for experiments. The greatest mystery prevails there, and no one can be admitted without an express order signed by the Emperor; the permission even of an Archduke would be of no avail.

The Emperor having gone one day to witness the experiments, an English officer (Captain Mindzel) eluded their vigilance, and entered unperceived the mysterious enclosure, by driving his carriage close after those of the Emperor. He witnessed the following facts, which he has been kind enough to communicate to us.

Four batteries of six frames (chevalets) each, were arranged in a line, and occupied a space, (développement) equal to that of a battery of four field pieces. Each frame, weighing about fifteen pounds, was attended by one man, and could receive one Congreve rocket. A target was at a distance of 800 yards, and presented a surface, the height of which was that of a man covered with his shako, and of the length of a platoon of infantry. At the first discharge, the 24 rockets, without exception, hit the target.

Immediately after this first discharge, the attendants seized the frames and moved them rapidly forward, at a *pas de course*, to take a new position. They thus approached the target successively, and made a discharge at each of the several points at which they halted, and the target was always hit by all the rockets, without exception.

At length, they retired to the distance of 1200 yards, and the discharges still hit the target with the same exactness.

During the whole time of these experiments, in which the movements and changes of position were performed with incredible rapidity and precision, but two rockets missed the target. One thing worthy of remark is, that the wind was high, and consequently as unfavorable as possible for the correctness of the firing.

Captain Mindzel, who was perfectly acquainted with the English rockets, and could form a comparison between their effects and those of which he was witness, confesses that he could scarcely believe his eyes, and that such a result overwhelmed him with astonishment.

We learn from Fort Towson, that agreeably to the directions of Lieut. Col. Vose, the remains of Gen. LEAVENWORTH have been disinterred and removed to that post, where a funeral service was performed, and the highest military honors paid, which were due to the rank of the deceased. The remains would leave Fort Towson about the 1st ulto. to be conveyed to Delhi, in the State of New York, the former residence of Gen. L., where they are to be re-interred.

In our last paper, we published an account of the honors intended to be paid to the memory of Gen. L., on the arrival of his remains at Natchitoches.

At the same time, the remains of Lieut. G. W. McClure, of the Dragoons, who died on the same day, were removed to Fort Towson, and re-interred with military honors.

In the House of Delegates of Maryland, on the 17th inst.

Mr. ELY, submitted the following resolution:—
Resolved by the General Assembly of Maryland, That His Excellency the Governor procure a sword, with suitable devices and ornaments, and present it in the name of this state, to Captain Jacob Schmuck, of the United States Army, as a testimony of the high sense entertained by his native state, of his distinguished and gallant services to his country, on the north-western frontiers, during the late war with Great Britain.

Which was read the first and second time by special order, assented to, and sent to the Senate.

The resolution previously adopted in relation to Captain E. P. Kennedy, of the Navy, has also passed the Senate.

As a disposition seems to be prevalent at this time, to bestow compliments and honors upon those Officers of our Army and Navy, who have distinguished themselves on former occasions, we would suggest to the legislatures of the several States, to appoint Committees to ascertain the names of *all*, to whom these honors are due and have not been rendered, and then adopt a general resolution, decreeing suitable rewards to the natives of the respective States.

Such a course would prevent a feeling of mortification on the part of those who may conceive that they have been overlooked or neglected.

CASE OF LIEUT. LANE.—The proceedings of the Court of Inquiry, and the general order issued at Headquarters, will be published in our next paper, or in a supplement.

It may be well here to correct an error, which occurred in a part of our paper of last week, in the report of the Select Committee of the House of Representatives. In the second paragraph of that report, on page 91, 3d column, the words in italic, inserted below, were omitted:—

"It appears that on Thursday evening, the 26th ulto. immediately after the adjournment of the House of Representatives, as Mr. Ewing was passing from the Capitol to his lodgings, he was encountered on the Avenue by Lieutenant Lane, who accosted him, apparently in no unfriendly spirit, and with the simple observation that he wished to speak with him. After a moment's pause, and an intimation from Mr. Lane to Mr. Ewing, that his object in seeking him was to punish him, (his hands being in his pockets at the time,) and a retort, couched in warm language from Mr. Ewing, he was struck by Mr. Lane, whilst in the act of returning a bundle of papers to his pocket."

The error was discovered and corrected, before the whole was worked off.

Not having published the depositions which accompanied the report, the following extract from the testimony of the Hon. R. Burns, explains the meaning of the words above included in parenthesis (his hands being in his pockets at the time) which would be otherwise obscure:—

"When Mr. Lane first accosted him [Mr. Ewing,] Mr. Lane had his cane under his left arm, with his hands in his pockets"—[of overcoat.]

The French brig of war Endymion sailed from Pensacola on the 21st ulto.

A CASE OF CONSCIENCE.

We occasionally hear of instances in which the "silent monitor" disturbs the peace of mind of an individual who has, in earlier days, committed some wrong, until that wrong is atoned for. When the bosom is once cleansed "of that perilous stuff, which weighs upon the heart," ease and contentment will return.

A case has recently come to our knowledge, which we think is well worth laying before our readers, and we have obtained permission to take a copy of the letter, detailing the occurrence, so graphically written as to need no addition from our pen.

Should this letter meet the eye of others who have committed crimes "unwhipped of justice," and be an inducement to them to go and do likewise, its publication will not have been in vain.

Copy of a letter from an Officer of the Army to one of the Accounting Officers of the Treasury, dated

March 4, 1835.

"SIR: I have just received your letter of the 26th ultimo, concerning the deposit of twenty dollars to the credit of the Treasurer of the United States, in February, 1834. The files of the Chief Clerk of the Treasury contain a history of the transaction; but, as I am confined to my quarters by indisposition, perhaps it will be as easy for me to write it out, as for you to seek for it in the office of the Secretary. The facts are as follows:

"On a cold, stormy evening, in the winter of 1834, I was informed that a person desired to see me at my office. Meeting him at the door, he inquired if I was the officer commanding the post? I answered yes, and invited him to enter. He followed me, and walked directly to the fire. I took a seat, and bid him do the same; but he kept his position, turning and toasting himself, rubbing his hands, indicating sensations of severe cold, for ten or fifteen minutes; during which time I leisurely surveyed him. He was a very small, thin, elderly man, with straight gray locks, clad in threadbare 'sad-colored' garments, of the coarsest texture, and of domestic or household manufacture. When I supposed he had thawed himself sufficiently, I asked if he had any particular business with me? he replied slowly—'Yes; a matter of conscience.' 'Well, what is it?' He drew from his pocket some papers, and said—'A citizen of Vermont wished to pay a sum of money that was justly due to the Government, and asked if I would take it? I replied, that will depend on the circumstances of the case. He said he was anxious to have the Government reap the benefit of the money, and wished to obtain evidence of the payment; handing me a paper, on which was written as follows:—'Received from a citizen of Vermont twenty dollars, for military property that fell into his hands some years ago, and which he now feels it his duty to account for, I say received the above twenty dollars, witness my hand.'"

"After a few remarks on both sides, and satisfying myself of his sanity, I consented to do him the favor—to take the money, and place it in the Treasury of the United States. He then sat down, and produced a number of small notes, issued by distant country banks; next, several parcels of small change, wrapped in papers; and when he had fairly gleaned his pockets, presented the whole to me. I counted it, and found exactly twenty dollars. Feeling disposed to return him his money, and yet satisfy his conscientious scruples, if possible, (for his whole appearance betokened poverty,) I said—'How does the citizen of Vermont know that he ought to pay the Government so much as twenty dollars?' Turning his small, sharp, gray eyes upon me, he replied, with emphasis, 'He wishes to pay twenty dollars.'"

"Finding him steadfast in his purpose, I gave him a receipt for that sum, and he rose to depart. Whether it was the relief of his conscience, or the effect of a good coal fire upon his stiffened limbs, I know not; but he walked erect, and appeared much taller than when he entered. Upon leaving me, he said in a clear and soft tone—'As you serve your country, I hope you also serve the Prince of Peace—Farewell!'

"I placed the twenty dollars in the Manhattan Bank, the credit of the Treasurer, and forwarded to the

Secretary of the Treasury a statement of the circumstances, with the evidence of the deposit, deeming it unnecessary to do any thing more, as I was merely the agent of the 'citizen of Vermont' in the transaction."

To the Editor of the Baltimore Gazette:

SIR:—Having encountered a severe gale of wind in the lat. 46 South, on my passage from Baltimore to Valparaiso, in which the brig was so severely damaged, that I was obliged to enter this port to repair.

I wish through your paper to acknowledge my obligations to Capt. Salter, of the U. S. sloop "Ontario," and Capt. Percival, of the U. S. sloop "Erie," then lying in this harbor, they having rendered me every assistance in their power, in repairing my vessel, thereby preventing my being subjected to the tardy movements of the mechanics on shore, as well as the great expense of labor; and whose general devotedness to the welfare of our countrymen, was in this case, highly conspicuous.

They have the thanks and good wishes of all our merchantmen here, as well as others who were witnesses to their exertions; that they may long live to be ornaments to the American Navy, and enjoy the cheering approbation of the whole American people, is the hearty wish of their friend, and

Humble servant,

RICHARD B. FITZGERALD,
Master of the brig "Celeno."

MONTEVIDEO, Dec. 26th, 1834.

From the N. Y. Commercial Advertiser.

NAVAL FORCE OF THE DIFFERENT POWERS OF THE WORLD.

As it will be interesting at the present time to know the naval strength of different nations, we have compiled with care from various sources, the following Table, showing the number of ships of the line, frigates, and smaller vessels, in the naval service of the various powers of the civilized world:

| COUNTRIES. | Ships of the Line. | Frigates. | Sloops, Brigs, &c. | Steam Vessels. | Total. |
|---------------------------|--------------------|-----------|--------------------|----------------|--------|
| Great Britain | 165 | 217 | 324 | 40 | 746 |
| France | 39 | 51 | 213 | 10 | 333 |
| Russia | 32 | 25 | 107 | 4 | 168 |
| Ottoman Empire | 18 | 24 | 90 | 0 | 132 |
| Holland | 12 | 33 | 56 | 2 | 103 |
| Sweden and Norway | 10 | 13 | 238 | 0 | 261 |
| Spain | 1 | 3 | 30 | 0 | 34 |
| Denmark | 4 | 7 | 14 | 0 | 25 |
| Portugal | 4 | 6 | 37 | 2 | 49 |
| Austria | 3 | 8 | 61 | 0 | 72 |
| Sardinia and Two Sicilies | 4 | 8 | 17 | 0 | 29 |
| Greece | 1 | 2 | 25 | 2 | 30 |
| Popeedom | 0 | 0 | 8 | 0 | 8 |
| Duke of Tuscany | 0 | 0 | 1 | 0 | 1 |
| Prussia | 0 | 0 | 1 | 0 | 1 |
| United States | 7 | 10 | 24 | 0 | 51 |

It is necessary to remark, that notwithstanding this list of formidable navies, the number of ships armed, or in condition for active service, forms but a very small proportion to the sum total on the marine roll. Sweden, for instance, although possessing apparently such a powerful fleet, has seldom in actual service any but a few insignificant flotillas, merely to exercise her naval officers in nautical tactics. The total number of British ships of all sizes in commission, for instance, in January, 1835, amounted only to 182. France has seldom more than forty ships in commission, manned by 13,000 men; while Russia has always a larger proportion in active service.

The number of vessels building, we have not stated. Thus, England has 62 of different sizes, besides 13 steamboats on the stocks; France, 14; and the United States has 5 ships of the line, and 7 frigates building in her dock yards. Of the 51 in the above list, as belonging to this country, a considerable number are unfit for service. Since the close of the late war, nearly four hundred ships of different gradations have been struck from the list of the British navy as unfit for service, and condemned and sold. The present navy of that country, as well as of France, is almost new.

Communications.

COMPARATIVE ESTIMATE

Of the expense of building and equipping, and of the proportions of vessels.

MR. EDITOR:—Under the hope of eliciting a few comparisons through your paper from some of our Naval officers and architects, who have had such favorable opportunities for observation upon this subject, the following notes from a distinguished French Naval officer are transcribed:

The number of cubic metres of rough oak timber for the construction of the ship, is equal to the product of the length at the floating line, the moulded breadth and the depth from the top of the knee to the spar deck sill, measured in feet, divided by 80 for brigs; by 100 for corvettes having a spar deck; by 84 for frigates; and by 82 for ships of the line;—or it is equal to the cube of the main breadth to outside of the timbers, divided by 38 for brigs and corvettes; by 32 for frigates; and by 28 for ships of the line.

The quantity of timber worked into the ship is only one-half of the rough timber employed; one-third of this quantity is for the frames; one-third for the plank; one-third for the keel, beams, knees, &c.

The number of cubic metres of pine timber, as beams, plank, &c., is equal to about one-fourth of the oak for small vessels; one-sixth for frigates; and one-seventh for ships of the line.

The expense of carpenter's labor is about 23 francs per cubic metre of rough timber.

The number of treenails is equal to ten times the cube of the main breadth for small vessels and corvettes; to 11½ times for frigates and two-decked ships; and 14 times for three-decked ships.

The labor of boring and bolting is in the proportion of 8 francs per cubic metre of rough timber.

The number of kilograms of iron of every description, for the construction and armament, is equal to about ¼ the cube of the beam for brigs; once this cube for corvettes and frigates; and 1-3 for ships of the line. The nails, or bolts, are a little less than 1-3 of this valuation. The wastage is estimated at one-tenth.

The number of kilograms of copper, including the sheathing, is equal to 1-3 the cube of the beam for brigs and corvettes; to 2-5ths for frigates and two-deck ships; and ¾ for ships of three decks. In this, the quantity of sheathing copper may be estimated at 5½ times the square of the beam. The weight of the nails is equal to the 9th of that of the copper in sheets.

The expense of a sheathing of pine for a merchant vessel, is about one franc per square foot of the surface covered.

The number of kilograms of oakum for the hull, is equal to ¼ the cube of the beam for brigs, corvettes and frigates; and to 1-5 for ships of the line.

The labor of caulking and coppering is expressed in francs, by 1-3 the cube of the beam for brigs and corvettes; and by 1-7 for frigates and ships of the line.

The total value of a ship of war, when armed is, in francs, equal to 15 times the cube of the beam for brigs; to 17½ times for corvettes and frigates; to 19½ times for two deck ships; and 21 times for ships of three decks. This valuation gives about 23,000 francs per cannon, for ships of the line and large frigates; 20,000 francs for small frigates; and 15,000 francs for corvettes and brigs. Or, the value of a ship of war is equal to ¼ the fourth power of the beam.

The value of the hull alone, is a little less than the half of that of the ship when armed; or, otherwise, the value in general may be estimated at 530 francs per ton of the weight of the vessel when launched; that of merchant vessels is not more than 200 francs per ton, when neither coppered nor copper-fastened.

The total labor, including the artillery, is about 1-3 the total value for brigs; 1-7 for corvettes and frigates; and 1-8 for ships of the line. The labor for the hull is 2-3 the total labor, and for the armament about ¼.

The value of the masts and spars is 1-10 that of the hull; the labor is about 1-12 of this valuation.

The number of metres of sail cloth for the equipment and stores, is equal to 12 times the square of the beam for brigs and corvettes; and 13 times for frigates and ships of the line. The labor on the sails is for brigs 0.11 francs per metre of the cloth necessary for the equipment; and 0.13 francs for corvettes, frigates, and ships of the line.

The number of kilograms of cordage for the rigging and stores is equal, for large vessels, to $\frac{1}{3}$ the cube of the beam; for small vessels, such as schooners, luggers, cutters, &c. $\frac{1}{4}$ only.

The weight of the running rigging is about equal to that of the standing rigging.

The weight of the cables and hawsers, as used, is expressed in kilograms by 22 times the square of the beam for three-deck ships; by 20 times for two deck ships; by 18 times for frigates; and by 15 times for corvettes and brigs.

The weight of the rigging of merchant vessels is not more than $\frac{1}{3}$ of that of a ship of war of the same dimensions.

The number of blocks of every description, for rigging a three-masted vessel, is from 1,000 to 1,100, and their weight in kilograms is about the 14th part of the cube of the beam.

The length of the block is commonly from $2\frac{1}{2}$ to 3 times the size of the rope which passes through it.

The diameter of the dead-eyes is equal to once and a half the size of the shroud.

The value of the rigging in francs is $1\frac{1}{3}$ the cube of the beam for large vessels, and one-half for small vessels.

The labor is about one-tenth of this valuation.

The total value of the artillery, or armament, including stores, is expressed in francs by about twice the cube of the beam for brigs; by $2\frac{1}{2}$ times for corvettes and frigates; and 3 times for ships of the line.

The labor is about one-tenth of the total value for brigs; one-fourteenth for corvettes and frigates; and one-sixteenth for ships of the line.

The number of kilograms of tar for rigging is equal to $\frac{1}{4}$ the square of the beam.

The number of kilograms of black is two per cent of the tar.

The number of kilograms of tar employed on the timbers is $\frac{1}{4}$ kilogram per square metre of the surface; upon cloth $\frac{1}{3}$ of a kilogram.

The tallow for the masts, one-tenth of a kilogram per square metre of the surface.

The number of kilograms of leather for a foot in length is one ounce, or $\frac{1}{4}$ of hec. per inch of the size of the rope. The entire skin weighs from 14 to 16 kilograms; one-fourth is lost in using.

The number of fathoms of spun yarn for the rigging, for a fathom in length, is equal to the size of the rope, multiplied by the number of rounds of the spun yarn in the length of an inch. The number of metres of old cloth for the rigging is one-seventh of a metre per inch, of the size of the rope for each fathom.

The quantity of ratline is in the proportion of half a fathom per inch of the size of the rope.

The strength of the cordage in practice is estimated, in tons, at one-fourth the square of the size in inches. The force in kilograms at twice the square of the size in lines; or it can be otherwise estimated at 8 kilograms, 5 dec. per square millimetre of the transverse section, for white rope of the first quality; and at 6 kilograms, 3 dec. for the second quality.

The strength of iron being from 38 to 40 kilograms, is therefore 5 to 6 times stronger than cordage of the same size.

In general, the weight in kilograms, of a fathom of rope, is expressed by the tenth part of the square of the size in inches.

NOTE.—The metre is equal to 3, 2819 feet English.

The French inch, 0.025 feet.

Kilogram 2, 2 pounds avoirdupois.

THE NEW INFANTRY TACTICS.

No. 2.

In our first article upon the new system of Infantry Tactics, we spoke of it merely in general terms, giving a slight sketch of its most prominent features, and proposed to examine, subsequently, such parts as we thought would exert an injurious influence upon the discipline of the army. Our object at present is to consider the changes which have taken place under the heads, of the "Formation of Infantry in the order in Battle," and the "School of the Soldier."

Under the first of these heads we find it laid down, paragraph 15, that "companies serving in battalion, and averaging seventy-two rank and file men, or upwards, will be habitually formed into three ranks, oc-

casionaly in two. For an average strength of less than seventy-two rank and file per company, and also for detached companies, two ranks will be habitual, and three the occasional order of depth or formation." As this system of discipline is intended both for a war and a peace establishment, we may remark, that at present, our Artillery and Infantry are organized into companies of only forty-six rank and file; of which, thirty-five being effectives, the case could never occur, where three ranks would be the habitual order of formation, even were the regiment embodied; and that more than nine-tenths of the troops being detached, two ranks would, of necessity, be not only the habitual, but the exclusive order of formation. What then becomes of the system, of which the three rank formation is the basis?

Supposing the work to be learned, it would be useless for want of the means of applying it; and instead of contributing to the efficiency of the service, would, under the present circumstances, be a bar to all improvement. In case of war, we should lose all the advantages which experience and familiarity with the system ought to have given us, and instead of forming a nucleus for the instruction of new corps, we should be but little better than the levies we would be expected to teach.

Paragraph 17, under the same head, which reads thus: "The distance from one rank to another will be thirteen inches, measured from the breasts of the centre or rear rank men to the backs of men in the rank preceding, or to the knapsacks of the preceding rank, if knapsacks be on, and all the manœuvres are calculated on this latter supposition—" strikes us as being defective in two or three points. The measurement of thirteen inches is not a natural one. It should either be a pace, or some part of a pace; and by estimating from the breasts of the men of one rank to the backs of those in the preceding in one case, and to their knapsacks in another, there will be a difference of four inches, with or without knapsacks. If the manœuvres are calculated for knapsacks on, why not have a constant distance between the ranks? In the present Tactics, this distance is one pace, estimated from heel to heel, and there appears to be no good reason for changing it.

Paragraph 52, relates to the substitution of a single regimental color for the pair now in use. The advantages of having two colors, are, that the color sergeant alone is charged with the direction, the length, and the cadence of the step; and having nothing to carry but his musket, is much better enabled to attend to these things than either of the color-bearers; whereas, by substituting one color for two, and making the bearer of it responsible for the marching of the line, the unavoidable errors to which he is constantly liable are transferred to the whole battalion, instead of being confined, as at present, to his own person. Every officer of observation, who has seen a battalion marching to the front on a day but slightly windy, or over ground moderately rough, cannot have failed to remark the wavering and shortened step of the color-bearers—and every such color-bearer will support us in the assertion, that it requires, on those occasions, to march even tolerably, a degree of tension that is absolutely painful. To these reasons in favor of two colors, we may add, that if one should be shot away, or taken, there would still remain a rallying point for the regiment;—besides, this innovation renders null and void, the fine arrangement of the General-in-chief, in the new regulations.

We come now to the "School of the Soldier," and in paragraph 108 find the novel command of "Squad, by the right flank. Right face." This is the first example of a series of commands unnecessarily long.—"By the right flank" appears to have been prefixed to "Right Face" merely as a caution, since it is impossible for a squad to face to the right, from a front, in any other direction than towards the right flank. It is therefore objectionable, as well on account of its uselessness, as from being a violation of that simplicity which should characterize every system of military discipline.

In paragraph 116, the recruit is set to marching without having previously learned the *balance step*; the omission of which is afterwards directly felt, where it is remarked, that troops cannot march correctly in line of battle with arms supported. It need hardly be expected that men who are not properly drilled in the elementary principles, could march correctly under

any circumstances; and more particularly in line of battle, where so much depends upon the length and cadence of the step. The consequence of this omission will be, that such officers as are acquainted with the excellence of the present set-up drill, will resort to those aids which will give them the best soldiers; and this system will probably continue so long as the present edition of Tactics remains in existence; after which, well established recruits will become a matter of history.

We have next to notice a singular innovation upon the minor divisions of the present Tactics, by introducing the word "times" ("or pauses,") to embrace the whole of the motions used under any one general command: as "about face," "shoulder ARMS," &c.—This change is of little consequence until we come to "Load in twelve times—Load" the nonsense of which command is fully manifested when the colonel is directed, (paragraph 802,) to "cause the following times or pauses to be executed, as present ARMS, shoulder ARMS, &c." It will be readily seen that the expression *times* conveys no idea whatever, of the matter in question, since, instead of executing the *manual*, the colonel is required to execute the *time* necessary for the performance of that manual. We have frequently heard of the manual itself being murdered, but the idea of murdering the time also, is a refinement of cruelty of which we had no conception.

In paragraph 164, the name of *handle* is given to the small of the stock: for what reason we are unable to devise, as we could not find it in the nomenclature of the ordnance regulations.

Paragraph 246 gives us "To right shoulder, shift—ARMS." Admitting the necessity of carrying the musket as herein prescribed, we object to the word of command. It is entirely too long, and every way inferior to "Ease ARMS," which embraces both this and the next following, which is "ARMS-AT-WILL."

The last clause of paragraph 254, (Inspection of Arms,) directs the soldier to receive the musket with the right hand from the inspector. We object to this, on account of its awkwardness. If the soldier takes the musket with his right hand, he cannot seize it sufficiently high to carry it to the side properly balanced—added to this, it must slip through his hand such a distance as to strike the ground too violently.

"Front FACE," (paragraph 370,) furnishes another example of a useless command. We have not failed to remark, that the word "FACE" appears to be added for the purpose of making a distinction between facing to the front from a flank, and throwing the eyes to the front after dressing—for we hold it to be a sound principle of action, that all changes of command or evolution are pernicious, unless they are attended with some positive advantage.

In concluding our remarks upon the "School of the Soldier," we have to notice the omission of the "side step," the "back step," and "arms port," although the "back step" is afterwards prescribed to be executed in the "School of the Company," and "Arms port" is specially laid down for the service of sentinels in both the old and new regulations.

CLAIRFAIT.

CANADA TIMBER.—[Continued.]

REPORT FROM BREST.

The Minister of Marine, desiring during peace to obtain supplies of Mast Timber, which it is becoming more and more difficult to procure from the Baltic, has felt the necessity of having recourse to the resources which are offered by Canada, which long since have been employed in the British Navy.

The masts from Canada are in fact less durable than those of a good quality from the north, but they have the advantage of being obtained at much less expense.

The Minister of Marine, before procuring these important supplies, has addressed to the Port of Brest, by his dispatch of the 19th April, 1834, three questions, to which this station is required to respond.

1st. Do the Canada Pine Masts in store, deteriorate more quickly, or more sensibly, than those of the north, &c.

2d. If any observations confirm the received opinion in England, that the Canada masts in service have but half the durability of those of the north.

3d. How much the durability of a Canada Mast, valued in any fraction whatever, of the durability of a

mast of the north, will be reduced, by the greater deterioration which the Canada mast will experience, compared with those of the north, in remaining a longer or shorter time in the dépôt, according to the different means made use of for their preservation.

The supply of Canada Mast Timber, delivered at Brest, composed of 450 pieces of from 18 to 25 palms, commenced in 1818, and finished in 1824.

This timber was placed in the depôts of Brest, at Penfeld, and Kérour, immediately on its reception, where the greater part yet remains, well preserved, having experienced no alteration, except in some particular circumstances, in which the masts of the north would have equally suffered.

All these masts are placed under water in the depôts in the River Penfeld, and the Bay of Kérour, and all very soon covered with a light coat of soft mud, which is deposited by the sea. Until those masts which are left exposed at low water, are covered by this coat of mud and marine plants which retain the humidity, the upper pieces suffer a slight deterioration; but this inconvenience is not confined to the Canada Timber alone; the best timber from the north is equally exposed, and suffers in the same manner under similar circumstances. The very rapid current which exists in the River Penfeld, since the construction of the artificial island at the entrance of the timber depot, sometimes injures the mast timber which is exposed to it; but it has not been remarked, that the Canada Timber has suffered in a greater degree than that of the north.

As in the depôts of the port of Brest, all the timber is preserved in brackish water, there is no means of ascertaining if the timber can be as well preserved under sheds, or buried in the sand.

For some years past the mast and other timber in the dépôt at Rostellac has been covered entirely with mud; but this method was only made use of to preserve the timber from the worms, to which it was exposed before the plan was adopted in 1829.

It is generally supposed in England, that the duration of the masts from Canada is only one-half of that of the masts of the north; this opinion has resulted without doubt from the comparison that has there been drawn, between the masts from Canada, and the best quality of those from the north, such as were formerly bought at Riga, a few of which valuable pieces are yet in store at Brest; these masts of the north, of which the grain is fine and close, in which the resine is abundant and regularly distributed, have great durability—often more than thirty years; but this is not the case with those which have been received for some years past, and known by the name of "Polish Timber;" of this the grain is very large, the pores open, little substance, the timber being white; they have often been tapped for the resine, which renders them brittle, these masts have many other faults, and are very far inferior to those formerly obtained from the north.

Further, as the use of Canada Mast Timber is but recent in France, it being only in 1823, that masts have been placed on board armed ships at Brest, it results that there is not sufficient and well ascertained data at this port, as to the employment and use of this timber.

As there have not yet been condemned any masts of Canada Timber, either made at Brest, or coming from other ports, and that for twelve years in frigates, transports, and which have been constantly at sea, no accident has resulted from its frequent employment as top-masts, bowsprits, &c. in a single piece, it is supposed their duration may be yet prolonged, and that upon the return of these vessels it may be found that Canada Masts of one piece, have lasted perhaps fifteen years.

Nothing can be concluded from a single fact, as that of the main-mast of a Corvette at Valparaiso, after one year's service, since the experience which has been already acquired in the use of Canada Timber in a number of vessels of war, presents nothing of a similar nature.

The Canada Mast Timber is generally smoothly worked, has fewer apparent defects, and above all, much less sap than that of the north, which is at present received; it is thus less exposed to fall into an inferior class when used. It is also estimated that it has one-half less sap than that of the north, from which results a real economy.

Thus in the case where France was not necessitated

to seek the resources offered by Canada in masts of large dimensions, which can be no longer found in sufficient abundance in the north, it would be a true economy for the Navy to make use of this timber when it could be done without inconvenience, since there would be a much smaller capital required in obtaining the supplies.

There have been no lower masts built at Brest of Canada Timber, but some pieces have been used in repairs, though too recently to offer any observation as to their deterioration when used in this manner.

There are, however, two facts that may be stated rather more favorable than disadvantageous; the lower masts of the frigates *la Surveillante* and *L'Hermine*, made of Canada Timber at Lorient, in 1825 and 1827, are at present in store at Brest; they were examined the first time in 1831, taken apart and found to be sound; the head of the main mast was a little dry; however, it was supposed this mast was still sea-worthy. The lower masts of the *L'Hermine* have been recently examined; there were some repairs to be made at the heels, one or two of the pieces being slightly decayed.

It may be concluded from the data collected at Brest, upon the Canada Pine Masts,—1st. That this timber does not deteriorate more quickly or more sensibly in the depôts than those of the north, when placed under the same circumstances immersed in brackish water, and constantly covered with water or soft mud.

2d. That Canada Masts when employed in the single stick, have a durability approaching very nearly that of the masts of the north, received since the peace, but much less than that of the masts formerly received from Riga.

3d. That the port of Brest, having been possessed of Canada Masts but a few years, and not yet having condemned any, cannot determine in an absolute manner the proportion of the durability of the masts of the north, to those of Canada, and a fortiori, the relative influence of remaining a longer or shorter period in store.

4th. That the Marine may, without inconvenience, purchase Canada Mast Timber, of large dimensions, of which every day there is a greater necessity, and that in completing the assortments with this species of mast, there will result an economy to the service.

L'INGENIEUR DE LA MARINE,
Signed BINET.

Brest, May 3d, 1834.

Domestic Miscellany.

From the Salem Gazette.

The citizens of Salem were not unmindful of the debt of gratitude due to Captain Trotter for his exertions in capturing the *Panda*. A letter was accordingly addressed to the President of the United States, signed by more than one hundred merchants and other citizens of the highest respectability, requesting him to lay the case before Congress.

This letter was forwarded to the President by the District Attorney on the 27th December. No notice has yet been taken of it, owing probably to the shortness of the session, and the great pressure of business before Congress.

We are not without hopes that it will be noticed by the President at the next session of Congress.

The following is a copy of the letter abovementioned.

Salem, December, 24, 1834.

To ANDREW JACKSON,

President of the United States:

Sir—The undersigned merchants and others, citizens of Salem in the State of Massachusetts, feeling in common as they believe with their fellow-citizens throughout the United States, beg leave most respectfully to represent to the Chief Magistrate of the country, the high sense they entertain of the perseverance, gallantry and good conduct of Henry Dundas Trotter, late commander of his Britannic Majesty's Brig of War *Curlew*, in pursuing and capturing on the West Coast of Africa, the piratical schooner *Panda*, belonging to Havana, under the command of Pedro Gibert, who together with his first officer and five of his crew, were brought to this port from England, and have been legally convicted in the Circuit Court of the United States as "*Pirates and Felons*" for an atrocious pira-

cy and robbery committed on the brig *Mexican* of this port, on the high seas in September, 1832.

Such meritorious conduct ought not in the opinion of the undersigned to pass away, without due acknowledgment on the part of the constituted authorities of the country, of its obligations and gratitude to Captain Trotter for the important services rendered by him in arresting the career of a band of dangerous and desperate enemies of the human race.

We would therefore respectfully ask the favor of you, Sir, to lay this subject before Congress, with our earnest wishes that a vote of thanks be passed to Capt. Trotter by our national authorities, accompanied by such other testimonials of gratitude as may be thought proper on the occasion.

We have the honor to be, Sir,

Most respectfully,

Your obedient Servants,

Signed by JOSEPH PEABODY,
and 100 others.

THE U. S. SCHOONER *GRAMPUS*.—If the quality of ubiquity could be supposed to exist in any production of human art, we should be inclined to believe this gallant little vessel endued with it. Within a very short period we have seen the presence of this cruiser announced in the papers of many of the West India Islands; and very recently the *Pensacola Gazette* notices her arrival at that place. To day we hear of her cruising off the mouths of the Mississippi. The prompt and energetic movements of the West India squadron, under the direction of the Secretary of the Navy and Commodore Henley, are deserving of all praise, and we may feel perfectly secure whilst our commerce is so efficiently protected.—*New Orleans Bee*.

Foreign Miscellany.

FRENCH NAVY.—The Chamber of Deputies on the 23d Jan. appropriated 5,883,412frs. for the construction of a ship of the line, 3,113,949 frs. for a brig and two corvettes, and 6000,000 frs. for the purchase of ship timber. The "*Eco*" remarks that "although the Deputies were universally animated with a desire to economise expenses as much as possible, they could not but recognise the great importance, or rather the indispensable necessity, of giving vigor to this powerful agent of commerce, prosperity, and national glory."

The French Government are about despatching a brig of war to Greenland and Iceland, in search of captain Blosseville. Captain Trenouard is to command the brig, and Dr. Gainard, who has been twice round the world, is also to go in her for scientific purposes.

The Carron, steamer, arrived at Falmouth on Wednesday. Her boilers have suffered severely from long and constant duty in the Mediterranean. The waters of the Mediterranean, from the greater quantity of saline matter they hold in solution, expose the boilers of steam engines to much more rapid decay than those of other seas. The Carron, for instance, can carry 12 days' consumption of coal, nine in her boxes, and three more on deck; but before this quantity is exhausted her flues require to be swept out, and for that purpose must first, it seems, be cooled, which occasions a loss of 50 or 60 hours. The solid salt deposited in the boilers of the Carron appears to increase at the rate of about an eighth of an inch in thickness per day, extending over the whole of the bottom, and as far up the sides as the ordinary height of the water. This makes it necessary to have the boilers cleaned out, as well as the flues, at the end of every trip between Malta and Vourla, lest the iron of the boiler should suffer from the action of the fire in consequence of the interposition of the solid stratum of salt between it and the water. So great is the difference in this respect between the Atlantic waters and those of the Mediterranean, that six months' regular work between Falmouth and Lisbon have not produced a greater incrustation than that which is the result of a single voyage between Malta and the fleet. The Carron is replaced in attendance on the fleet by the African.—*United Service Gazette*, Dec. 12.

The establishment of a new avenue of intercourse and trade with Peru and the Pacific Ocean, by which the passage around Cape Horn may be dispensed with, is now engaging the attention of the Peruvian govern-

ment. A late English paper furnishes the following particulars:—*Baltimore American*.

The River Amazon.—We learn from the *Hampshire Telegraph*, that Lieut. Wm. Smythe, and Mr. Frederick Lowe, mate of the *Sumarang*, were left at Callao, when that vessel sailed for England, they having volunteered their services, at the request of the Peruvian Government, to proceed to Lima, for the purpose of embarking on one of the branches of the river Amazon, to explore their way until its junction with the main stream, down which they were to voyage to sea. The object is to ascertain, by survey, the practicability of bringing goods up the river Amazon, to within twelve days' journey of Lima, thus opening a new channel for the commerce of Europe with Peru, without the danger and loss of time consequent on a passage round Cape Horn. The Peruvian government has promised every assistance in their power, and an escort of soldiers, under the command of an intelligent native officer of Engineers. Commodore Mason was therefore, induced to give permission to those officers to remain for that purpose; and from the known skill, energy and perseverance of Lieut. Smythe, who was with Capt. Beechy in the *Blossom*, on her voyage of discovery along the north-west coast of the South American continent, there is good reason to expect these enterprising officers will succeed in their useful though arduous attempt.

Army.

OFFICIAL.

HEAD QUARTERS OF THE ARMY,
ADJUTANT GENERAL'S OFFICE,
Washington, January 26th, 1835.

ORDER, }
No. 2. }

I. Detail for the Recruiting Service, Western Department, for 1835.

| | Capt. | 1st Lieut. | 2nd Lieut. | Total. |
|---------------------------|-------|------------|------------|--------|
| 1st Regiment of Infantry, | 1 | " | 1 | 2 |
| 2nd | " | " | 1 | 1 |
| 3d | " | 1 | 1 | 2 |
| 4th | 1 | " | 1 | 2 |
| 6th | 1 | 1 | " | 2 |
| 7th | " | 1 | " | 1 |
| | 3 | 3 | 4 | 10 |

II. Commanding Officers of Regiments will select the Captains and subalterns agreeably to the above designations of rank and numbers; and in conformity with the 3d paragraph of the revised Recruiting Regulations.

III. Major A. R. Thompson, of the 2nd Infantry, is assigned to the duties of superintendent, and will relieve Brevet Lieut. Colonel Foster, of the 4th Infantry, at Newport, Ky., on the 1st of May.

IV. The Officers of the 1st, 3d, and 4th Regiments of Infantry, required to be selected for the Recruiting Service, will be ordered by their respective Colonels to report in person to the superintendent, at Newport, Ky., on the 1st of May; and the Officers of the 2nd, 6th, and 7th Regiments, are required in like manner for duty on the 1st of September.

Captain Barker, and 2nd Lieutenants Burbank and Mitchell, of the 1st, Brevet Major Lear of the 4th, and 2nd Lieut. Hoffman, of the 6th Infantry, will be relieved in May; and 2nd Lieutenant Daviess, of the 5th, Captain Rogers, and Brevet 2nd Lieut. Griffin, of the 6th, and 2nd Lieut. Whiting, of the 7th Infantry, will be relieved in September.

V. The superintendent will assign the relieved Officers to duty, with any detachment of Recruits that may be in readiness at the time to join their regiments.

By ORDER OF MAJOR GENERAL MACOMB,
ROGER JONES,
Adjutant General.

HEAD QUARTERS OF THE ARMY,
ADJUTANT GENERAL'S OFFICE,
Washington, February 24th, 1835.

ORDER, }
No. 7. }

The following regulation has been received from the

War Department, and is published for general information:

DEPARTMENT OF WAR,
Washington, 20th February, 1835.

In all settlements of accounts for Army clothing issued in 1835, the following list of prices, received from the Commissary General of Purchases, will govern.

LEW: CASS.

Cost of Clothing for the Army for the year 1835.

| | | | | | |
|------------------------|---|---|---|---|--------|
| Draagoon Cap | - | - | - | - | \$1 34 |
| Metal front equipments | - | - | - | - | 28 |
| Brass Grenade | - | - | - | - | 18 |
| Band | - | - | - | - | 60 |
| Plume, horse-hair | - | - | - | - | 70 |
| | | | | | \$3 10 |

| | | | | | |
|-----------------|---|---|---|---|--------|
| Artillery Cap | - | - | - | - | \$1 90 |
| Tulip | - | - | - | - | 12 |
| Eagle | - | - | - | - | 5 |
| Cross Cannon | - | - | - | - | 12 |
| Number | - | - | - | - | 5 |
| Plume or pompon | - | - | - | - | 22 |
| | | | | | \$2 47 |

| | | | | | |
|--------------|---|---|---|---|--------|
| Infantry Cap | - | - | - | - | \$1 90 |
| Tulip | - | - | - | - | 12 |
| Eagle | - | - | - | - | 5 |
| Bugle | - | - | - | - | 12 |
| Number | - | - | - | - | 5 |
| Plume | - | - | - | - | 20 |
| | | | | | \$2 45 |

| | | | | | |
|---|---|---|---|---|----|
| Pompon or plume, Non-commissioned Staff | - | - | - | - | 37 |
| Forage Cap | - | - | - | - | 80 |

| | | | | | |
|--|---|---|---|---|------|
| Draagoon Coats, Sergeant Major and Qr. Master Sergeant | - | - | - | - | 7 27 |
| Chief Musicians | - | - | - | - | 8 79 |
| Sergeants | - | - | - | - | 6 62 |
| Corporals | - | - | - | - | 6 62 |
| Musicians | - | - | - | - | 8 14 |
| Privates | - | - | - | - | 6 62 |

| | | | | | |
|---|---|---|---|---|------|
| Artillery Coats, Sergeant Major and Qr. Master Sergeant | - | - | - | - | 9 08 |
| Sergeants | - | - | - | - | 6 92 |
| Corporals | - | - | - | - | 6 92 |
| Musicians | - | - | - | - | 8 28 |
| Privates | - | - | - | - | 6 92 |

| | | | | | |
|--|---|---|---|---|------|
| Infantry Coats, Sergeant Major and Qr. Master Sergeant | - | - | - | - | 8 37 |
| Chief Musicians | - | - | - | - | 9 90 |
| Sergeants | - | - | - | - | 6 61 |
| Corporals | - | - | - | - | 6 61 |
| Musicians | - | - | - | - | 8 13 |
| Privates | - | - | - | - | 6 61 |

| | | | | | |
|----------------------------------|---|---|---|---|------|
| Epaulets, Non-commissioned Staff | - | - | - | - | 2 37 |
| Sergeants | - | - | - | - | 1 |
| Corporals | - | - | - | - | 1 |

| | | | | | |
|--|---|---|---|---|------|
| Draagoon Shoulder-straps (brass) | - | - | - | - | 94 |
| Artillery and Infantry Shoulder-straps | - | - | - | - | 50 |
| Aiguillettes | - | - | - | - | 1 25 |
| Sashes | - | - | - | - | 2 12 |

| | | | | | |
|-----------------------------------|---|---|---|---|------|
| Wool jackets, Dragoons, Sergeants | - | - | - | - | 4 87 |
| Privates | - | - | - | - | 4 79 |
| Artillery | - | - | - | - | 3 23 |
| Infantry | - | - | - | - | 3 15 |

| | | | | | |
|-----------------------------------|---|---|---|---|------|
| Draagoon wool overalls, Sergeants | - | - | - | - | 4 41 |
| Privates | - | - | - | - | 4 16 |

| | | | | | |
|---|---|---|---|---|------|
| Artillery and Infantry wool overalls, Sergeants | - | - | - | - | 3 20 |
| Privates | - | - | - | - | 2 84 |

| | | | | | |
|------------------------------------|---|---|---|---|------|
| Draagoon cotton jackets, Sergeants | - | - | - | - | 1 02 |
| Privates | - | - | - | - | 86 |

| | | | | | |
|--------------|---|---|---|---|----|
| Artillery do | - | - | - | - | 94 |
| Privates | - | - | - | - | 78 |

| | | | | | |
|-------------|---|---|---|---|----|
| Infantry do | - | - | - | - | 89 |
| Privates | - | - | - | - | 73 |

| | | | | | |
|-------------------------------------|---|---|---|---|------|
| Draagoon cotton overalls, Sergeants | - | - | - | - | 1 23 |
| Privates | - | - | - | - | 1 01 |

| | | | | | |
|--------------|---|---|---|---|----|
| Artillery do | - | - | - | - | 76 |
| Privates | - | - | - | - | 63 |

| | | | | | |
|-------------|---|---|---|---|----|
| Infantry do | - | - | - | - | 76 |
| Privates | - | - | - | - | 63 |

| | | | | | |
|--------------------------|---|---|---|---|------|
| Sergeants' cotton shirts | - | - | - | - | 62 |
| Privates do | - | - | - | - | 43 |
| Flannel shirts | - | - | - | - | 1 15 |
| Drawers, pairs | - | - | - | - | 52 |
| Boots, pairs | - | - | - | - | 1 47 |

| | | | | | |
|------------------------|---|---|---|---|-------|
| Stockings, pairs | - | - | - | - | 35 |
| Leather stocks | - | - | - | - | 14 |
| Great Coats, Dragoons | - | - | - | - | 10 22 |
| Artillery and Infantry | - | - | - | - | 9 17 |
| Blankets | - | - | - | - | 3 00 |
| Knapsacks | - | - | - | - | 1 55 |
| Haversacks | - | - | - | - | 25 |

By ORDER OF ALEXANDER MACOMB,
Major General, Commanding in Chief,
ROGER JONES,
Adjutant General.

HEAD QUARTERS OF THE ARMY,
ADJUTANT GENERAL'S OFFICE,
Washington, March 4th, 1835.

ORDER, }
No. 10. }

I. A Book for the use of the non-commissioned officers and soldiers, for the purpose of keeping them informed of the conditions on which they are engaged to serve the United States, and of the remuneration they are entitled to under the laws and regulations governing the Army, has been approved by the Secretary of War.

II. This Book is called "*The Soldier's Book*;" to be procured by the sutlers, who will furnish each man with a copy at a small advance, to be fixed by the Council of Administration. The sutlers are informed that Samuel Colman, book-seller, at Boston, Mass., has prepared these Books according to regulation, and will furnish them, exclusive of transportation, at thirty cents each.

By ORDER OF ALEXANDER MACOMB,
Major General, Commanding in Chief;
ROGER JONES,
Adjutant General.

QUARTER MASTER GENERAL'S OFFICE,
Washington, February 23d, 1835.

CIRCULAR, }

SIR:

Herewith you will receive copies of two orders from the Secretary of War; one dated November 28th, 1834, rescinding so much of paragraph 39, of the revised regulations for the Quarter Master's Department, as allows additional quarters to Captains and first Lieutenants "of ten years standing"—and the other, dated January 27th, 1835, rescinding paragraph 77, of the same regulations.

I am, respectfully,
Your obedient servant,
THO: S. JESUP,
Qr. Mr. General.

WAR DEPARTMENT,
November 28th, 1834.

SIR:

The President, on full consideration of the subject, has directed that so much of the existing regulations, as allows Officers who have served ten years in one grade, additional quarters therefor, be rescinded.

Very respectfully,
Your most obedient servant,
LEW: CASS.

(Signed) MAJOR GENERAL JESUP,
Quarter Master General.

WAR DEPARTMENT,
January 27th, 1835.

SIR:

The 77th paragraph of the revised Quarter Master's Regulations, is hereby repealed.

Very respectfully,
Your most obedient servant,
LEW: CASS.

(Signed) MAJOR GENERAL T. S. JESUP,
Quarter Master General.

QUARTER MASTER GENERAL'S OFFICE,
Washington, March 23d, 1835.

CIRCULAR, }

SIR:

An order has been received from the Secretary of War, of which the subjoined is a copy. It will be seen that so much of paragraph 39, of the revised reg-

ulations for the Quarter Master's Department, as allows to Captains and first Lieutenants on staff duty, or in command of posts, additional quarters and fuel therefor, is rescinded.

The decision, communicated from this Office under date of February 23d, 1835, in reference to additional quarters to Captains and first Lieutenants "of ten years' standing," rescinded that part of the same paragraph which allowed additional fuel to such officers.

All Captains are placed on the same footing in regard to quarters and fuel, and so are all first Lieutenants.

The act of Congress, approved June 30th, 1834, "to increase and regulate the pay of the Surgeons and Assistant Surgeons of the Army," provides, in the second section, that "the Assistant Surgeons, who shall have served five years, shall be entitled to receive the pay and emoluments of a Captain; and those who shall have served less than five years, the pay and emoluments of a first Lieutenant;" so that, where the provision of paragraph 39, of the revised regulations for the Quarter Master's Department, fixing the allowance of quarters and fuel for Assistant Surgeons, comes in conflict with the law, the law must have operation.

I am, respectfully,

Your obedient servant,
THO. S. JESUP,
Qr. Mr. General.

WAR DEPARTMENT,
March 20th, 1835.

Sir:

The President has doubts, concerning the legality of making any other difference in the allowance of quarters to the officers of the Army, except such as depends upon their actual or assimilated rank. The present regulations, therefore, on this subject, which allow to commanding officers or to staff officers, additional quarters or fuel, will be revoked, and they will be allowed such quarters and fuel, as their actual rank entitles them to.

Very respectfully,

Your most obedient servant,
(Signed) LEW: CASS.

MAJOR GENERAL JESUP,
Quarter Master General.

The Brig Union, having on board Companies C and I of the 3d regiment of Artillery, destined for Fort King in Florida, arrived at Savannah on the 11th inst. from Fortress Monroe.

Companies C and F, of the 4th regiment of Infantry, left the Cherokee nation in Tennessee on the 4th inst. for Fort Mitchell. The following officers are attached to this command:—First Lieut. E. Phillips, 2d Lieuts. C. S. Howe and S. R. Allston, and Bvt. 2d Lieut. J. L. Hooper.

Lieut. Charles Petigru, of the 4th artillery, ordered to the command of the Apalachicola Arsenal, Florida, in consequence of the death of Capt. Hills, 20 March, 1835.

RESIGNATIONS.

First Lieut. Asa Richardson, 6th Infantry, to take effect 30th April, 1835.

Second Lieut. E. R. Williams, 1st Infantry, to take effect 30th June, 1835.

Baby.

Extracts from a letter to Commodore J. D. Henley, from Master Commandant C. S. McCauley, received by the Secretary of the Navy, dated

"U. S. SHIP ST. LOUIS," }
At Pensacola, March 1, 1835. }

"I have the honor to announce to you my arrival at this port; and also to report, that in compliance with your instructions dated the 20th January last, I proceeded in this ship under my command to the coast of Mexico; visited Vera Cruz and Tampico, ran off Metamoras and the River Mississippi, and cruised in the tracks of vessels bound to and from those ports. I am happy to say that I did not hear of a single instance in which our commerce has been molested, either from piracy or otherwise; and by information derived from our Consuls and other sources, I am persuaded that our trade in the Gulf has not met with the slightest interruption.

"The country at present is tranquil.

"It gives me pleasure to add, that the officers and crew of the St. Louis have enjoyed good health."

The following is a list of her officers:—

Charles S. McCauley, *Master Commandant*. Samuel Mercer, H. H. Morris, N. C. Lawrence, C. M. Armstrong, A. B. Fairfax, *Lieutenants*. Samuel Swartwout, *Acting Master*. S. W. Ruff, *Surgeon*. Francis B. Stockton, *Purser*. G. W. Peete, *Assistant Surgeon*. R. W. Meade, *Passed Midshipman*. Robert P. Welsh, Stephen Dod, John S. Booth, Charles W. Morris, D. R. Crawford, Edmund Lanier, W. P. Bradburn, W. M. E. Adams, James McCormick, James D. Johnson, M. Hunt, J. A. W. Sands, B. S. Grant, E. Donaldson, *Midshipmen*. W. P. Moran, *Captain's Clerk*. Tho. Boyce, *Sail Maker*. Charles Woodland, *Boatswain*. R. H. Berry, *Carpenter*. Charles Wade, *Gunner*. Mathew Alwyn, *Purser's Steward*.

The St. Louis left Vera Cruz, on the evening of the 10th ultimo, and brings papers to the 8th. She was twice blown off from Vera Cruz and twice from Tampico. A friend on board has favored us with a peep at his journal of the cruise. Large sums in specie are daily sent off from Vera Cruz, and when the St. Louis was last compelled to stand off from Tampico, a French Barque with \$600,000 on board left the latter port at the same time. The St. Louis labored much in the several storms which she encountered, and particularly in the last, when, though "hauled upon the larboard tack, under treble reefed topsails (mizzen furling) and single reefed courses" she went at the rate of twelve knots an hour. "She seemed" adds our journalist, "to fly—to float in the air." The St. Louis will probably require some repairs before she goes again to sea.—*Pensacola Gazette*.

The U. S. schooner *Enterprise* was at Rio de Janeiro, on the 10th Jan. as were also the U. S. sloop of War *Natchez* and schr. *Boxer*.

List of officers of the U. S. schooner Enterprise.

A. S. CAMPBELL, *Lt. Commanding*.
James D. Knight, John C. Sharp, (*Acting*) *Lieut's*.
Thomas R. Rootes, *Acting Master*.
Wm. A. Bloodgood, *Purser*.
John A. Lockwood, *Assistant Surgeon*.
H. J. Hartstene, *Passed Midshipman*.
J. P. B. Adams, N. Reeder, S. Shipley, R. Weedon, F. Winslow, *Midshipmen*.
Holt Wilson, *Captain's Clerk*.

The Rev. Walter Colton, of the Navy, has recently returned from a three years cruise in the Mediterranean; and during that period has visited the most interesting places on the classic shores of the sea, as well as the chief cities of Europe. He is now preparing a work, which we have reason to believe will abound with graphic and beautiful descriptions, original thought, and the illustrations of a gifted genius. Mr. C. is no ordinary writer. He is about to occupy the station of Chaplain at the Navy Yard at Boston, and we are sure that his talents (we might say much of his virtues) cannot fail to win the regards of that city of taste and letters.—*National Intelligencer*.

Lieut. A. Slidell, of the Navy, has arrived at New York, passenger in the packet ship *North America*, from Liverpool.

EXAMINATION OF MIDSHIPMEN.

NAVY DEPARTMENT, }
March 19, 1835. }

A Board for the Examination of Midshipmen whose Warrants have date prior to the 1st of January, 1830, will be convened at Baltimore on the 2d Monday in May next.

It is expected that those who may be entitled to an examination, under the regulations of the Department, will attend at the above-mentioned time and place, and report to Commodore JACOB JONES, President of the Board.

MAHLON DICKERSON.

Lieut. G. N. Hollins has been ordered to the Peacock, *vice* Nicholas, relieved.

Lieuts. L. B. Newell and H. Westcott are under orders to take passage in the Peacock, to join the Brazilian squadron.

RESIGNATION.

Midshipman Wm. H. Inskeep, 20th March.

ARRIVAL AT WASHINGTON.

March 24, Lieut. Geo. Adams, at Gadsby's.

RECEIPTS BY MAIL, &c.

ON ACCOUNT OF THE ARMY AND NAVY CHRONICLE.
[From the 11th to the 23d. March, inclusive.]

| | |
|---|------|
| 11—P. Mid. J. W. Cooke, Navy, Beaufort, N. C. | 3 00 |
| 12—Capt. W. H. Chase, Army, Pensacola, | 5 00 |
| 14—Lt. John Rudd, Navy, Lynchburg, Va. | 5 00 |
| 16—Capt. E. Harding, Army, Mount Vernon, Ala. | 5 00 |
| F. L. Colclaser, (2 copies) | 5 00 |
| Tr. Post Fund, Fort Johnston, N. C. | 5 00 |
| 20—Capt. S. Shannon, Army, Pensacola, | 2 50 |
| Lt. A. H. Bowman, do. Memphis, Ten. | 2 50 |
| B. C. Willis, Esq. Navy Agent, Pensacola, | 5 00 |
| 23—Com. M. T. Woolsey, Navy, Utica, N. Y. | 2 50 |
| Capt. W. Mervine, do. do. | 2 50 |
| Lt. M. W. Batman, Army, Calhoun, Ten. | 5 00 |
| Post Fund, Fort Gratiot, | 5 00 |
| Col. W. Davenport, Army, Fort Armstrong, | 2 50 |
| Lieut. John Beach, do. do. | 2 50 |
| Dr. John Emerson, do. do. | 2 50 |
| Post Library, do. do. | 2 50 |
| Major T. C. Legate, Army, Galena, Ill. | 2 50 |
| Cadet G. M. Legate, M. A. West Point, | 2 50 |

\$68 00

The following was omitted in its proper place:—

Feb. 16—Lt. W. C. Wetmore, Navy, Stratford, Con. 3 00

MARRIAGES.

In Portland, Dr. WM. WHEELAN of the U. S. Navy, to Miss ADELINE R. daughter of Albert Smith, Esq.

On the 12th inst, by the Rev. Dr. Abercrombie, Dr. DANIEL EGBERT, of the U. S. Navy, to CAROLINE MATILDA ARNOLD, daughter of Col. R. Dennis, of Savannah, Geo.

DEATHS.

At Litchfield, Conn. on the 6th inst. at an advanced age, the Honorable BENJAMIN TALMADGE. Colonel Talmadge was an officer of distinguished merit in the Revolutionary army, in which he served throughout the duration of the war. After the peace, he settled at Litchfield, and was engaged in mercantile pursuits, by which he acquired a competent fortune. For a good many years he was a Member of Congress, where he established a high character for his integrity, independence, and talents. Since he relinquished public life, he has been actively and zealously engaged in promoting the great objects of Christian benevolence, by which the present age is distinguished, enjoying the esteem and respect of a very extensive circle of friends and acquaintance, and an exalted reputation for sincere and ardent piety.—*N. Y. Dai. Adv.*

In Philadelphia, 16th inst. Mr. George Hood, sen., in the 74th year of his age, one of the patriots of the Revolution.

At his residence, in Earl township, Lancaster county, Penn., on the 2d instant, General HENRY HAMBRIGHT, a soldier of the Revolution.

Mr. JAMES SEWELL, an old Revolutionary veteran, and long a worthy citizen of Anne-Arundel county, Md. departed this life on the 25th January, 1835, aged 77 years.

Gen. SAMUEL BLACKBURN is no more.—He died at his residence in Bath county, on Monday night.—*Staunton Spectator*.

Gen. Blackburn is remembered as having been an active and able member of the House of Delegates for many years, and one of the most gifted and eloquent men of his day. Satire, brilliant wit, and pathos, were the characteristics of his mind.—*Richmond Compiler*.

At New York, on the 15th inst. Major GERARD D. SMITH, late of the U. S. Army, in the 46th year of his age.

On the evening of the 13th inst. at Oglethorpe Barracks, Assistant Surgeon E. M. BLAINE, U. S. Army. A high minded, honorable gentleman, skilled in his profession, and constant in his attention to those of all grades under his care; he is deeply lamented by his associates and brother officers. I. M.